

## WHAT IS CLAIMED IS:

### 1. The multi-stage motorcycle lock comprising:

the locking seat installed with a receiving chamber; a window is formed on the locking seat; a pinhole being formed near an edge of the locking seat; a positioning pin passing through the pinhole; a pivotal seat being installed at a rear end of the locking seat; scales being engraved on the locking seat;

a combination lock installed in the receiving chamber of the locking seat; the combination lock being formed by a plurality of rotary blocks; each rotary block having an eccentric hole and each eccentric hole having an annular hollowed confining ring adhered to an inner wall of the eccentric hole; an outer periphery of each rotary block being formed with scales;

a retaining seat being at one end portion of the locking seat; and being installed with a connecting end; a second receiving chamber being installed in the connecting end; a wall of the connecting end being formed with a pinhole; the retaining seat being formed with a via hole which is communicated to the receiving chamber; an inserting groove being formed on the retaining seat and being communicated to the via hole; a lateral wall of the retaining seat being engraved with scales;

a stopper installed in the receiving chamber of the retaining seat; an interior of the stopper being formed with a via hole; a wall of the via hole being formed with a sliding groove;

a telescopic rod being inserted in the retaining seat and locking seat; one end of the telescopic rod being installed with a locking means which is eccentrically arranged; a plurality of annular grooves being formed on the locking means; a guide hole being formed at an interior of

the locking means; a narrow linkage being mounted between the rod body of the telescopic rod and the locking means; a buckling pin being installed near a wall surface of the rod body; an outer periphery of the rod body being engraved with number scales; and,

5           a stud lock rod; one end thereof being a pivotal end which is pivotally installed to the pivotal seat in the locking seat and an axial hole being formed on the pivotal end; and another end of the stud lock rod being a buckling end which is buckled to the insertion groove of the retaining seat; a lower end of the insertion groove being formed with a  
10 narrow notch.

2. The multi-stage motorcycle lock as claimed in claim 1, wherein the receiving chamber of the retaining seat is interiorly threaded and an outer wall of the stopper is threaded.

3. The multi-stage motorcycle lock as claimed in claim 1, wherein  
15 a protecting sleeve encloses the locking seat and a plurality of via holes are alternatively formed on the protecting sleeve.

4. The multi-stage motorcycle lock as claimed in claim 1, wherein the pivotal seat of the locking seat has a cutting groove and a wall of the pivotal seat has an axial hole; a pivotal shaft passes through the axial hole  
20 for pivotally connecting the pivotal end of the stud lock rod.

5. The multi-stage motorcycle lock as claimed in claim 1, wherein one end of the locking seat is installed with a via hole which is communicated to the receiving chamber of the locking seat; a wall of the locking seat is formed with a through hole; the through hole is  
25 communicated to the via hole; a positioning pin passes through the through hole for fixing a guide rod; one end of the guide rod is a retaining block; the retaining block is installed in the via hole of the locking seat; a rod body of the guide rod passes through all the eccentric holes of all the

rotary blocks of the locking seat; a guide hole is formed in an interior of the locking means of the telescopic rod; and the guide hole inserts into the guide hole.

6. The multi-stage motorcycle lock as claimed in claim 1, wherein  
5 one lateral side of the locking means of the telescopic rod has a large cutting surface and a small cutting surface is formed at an opposite side of the locking means.

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